

is intended to affect the legal status of any petition or its final disposition.

DATES: Comments on petitions received must identify the petition docket number involved and must be received on or before February 21, 1996.

ADDRESSES: Send comments on any petition in triplicate to: Federal Aviation Administration, Office of the Chief Counsel, Attn: Rule Docket (AGC-200), Petition Docket No. _____, 800 Independence Avenue, SW., Washington, DC 20591.

Comments may also be sent electronically to the following internet address: nprmcmtsmail.hq.faa.gov.

The petition, any comments received, and a copy of any final disposition are filed in the assigned regulatory docket and are available for examination in the Rules Docket (AGC-200), Room 915G, FAA Headquarters Building (FOB 10A), 800 Independence Avenue, SW., Washington, DC 20591; telephone (202) 267-3132.

FOR FURTHER INFORMATION CONTACT: Mr. D. Michael Smith, Office of Rulemaking (ARM-1), Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone (202) 267-7470.

This notice is published pursuant to paragraphs (c), (e), and (g) of § 11.27 of Part 11 of the Federal Aviation Regulations (14 CFR Part 11).

Issued in Washington, DC, on January 26, 1996.

Donald P. Byrne,

Assistant Chief Counsel for Regulations.

Petitions for Exemption

Docket No.: 28411.

Petitioner: United Parcel Service.

Sections of the FAR Affected: 14 CFR 121.695 and 121.697.

Description of Relief Sought: To allow the pilots in command of UPS airplanes to carry, in the airplane, to its destination, a copy of the load manifest in an electronic form in lieu of a paper copy.

Dispositions of Petitions

Docket No.: 28324.

Petitioner: Cessna Aircraft Company.

Sections of the FAR Affected: 14 CFR 25.811(d)(1).

Description of Relief Sought/Disposition: To permit exemption from the emergency exit locator sign requirements of § 25.811(d)(1) for the Cessna Model 750 airplane.

DENIAL, December 18, 1995, Exemption No. 6251.

[FR Doc. 96-2113 Filed 1-31-96; 8:45 am]

BILLING CODE 4910-13-M

Research, Engineering and Development Advisory Committee

Pursuant to section 10(A)(2) of the Federal Advisory Committee Act (Pub. L. 92-463; 5 U.S.C. App. 2), notice is hereby given of a meeting of the FAA Research, Engineering and Development Advisory Committee. The meeting will be held on February 14 and 15, 1996, in Rooms 9ABC at the Federal Aviation Administration, 800 Independence Ave, SW, Washington, DC 20591.

On Wednesday, February 14 the meeting will begin at 9 a.m. and end at 5 p.m. On Thursday, February 15 the meeting will begin at 8 a.m. and end at 12 noon. The meeting agenda includes several subcommittee report outs, a report of the Challenge 2000 Subcommittee, a System Architecture Briefing and a Free Flight Briefing.

Attendance is open to the interested public but limited to space available. With the approval of the committee chair, members of the public may present oral statements at the meeting. Persons wishing to attend the meeting, obtain information or present oral statements, should contact Lee Olson at the Federal Aviation Administration, AAR-200, 800 Independence Avenue, SW, Washington, DC 20591 (202) 267-7358.

Members of the public may present a written statement to the committee at any time.

Issued in Washington, DC, on January 25, 1996.

Andres G. Zellweger,

Director, Aviation Research.

[FR Doc. 96-2112 Filed 1-31-96; 8:45 am]

BILLING CODE 4910-13-M

Federal Highway Administration

Environmental Impact Statement/Section 4(f) Evaluation: Ontonagon, Ontonagon County, MI

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of intent.

SUMMARY: The FHWA is issuing this notice to advise the public that an Environmental Impact Statement/Section 4(f) Evaluation will be prepared for the proposed M-64 structure replacement over the Ontonagon River in Ontonagon, Ontonagon County, Michigan. Also being studied is the relocation of the M-64 alignment with

up to 2.0 kilometers (1.3 miles) of new approach roadway.

FOR FURTHER INFORMATION CONTACT:

Mr. James A. Kirschensteiner, Program Operations Engineer, FHWA, 315 W. Allegan Street, Room 207, Lansing, Michigan, 48933, Telephone: (517) 377-1880; or Mr. Ronald S. Kinney, Manager, Environmental Section, Bureau of Transportation Planning, Michigan Department of Transportation, P.O. Box 30050, Lansing, Michigan, 48909, Telephone: (517) 335-2621.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Michigan Department of Transportation (MDOT), is preparing an Environmental Impact Statement (EIS) Section 4(f) Evaluation for the proposed replacement of the M-64 swing bridge over the Ontonagon River in Ontonagon, Ontonagon County, Michigan. The existing swing bridge built in 1939 is in need of major maintenance to the deck and piers. This structure has been determined to be of historical importance since it is the last swing bridge on the Michigan trunkline system. The swing bridge expands when open in hot weather and needs to be cooled down to close, thus creating motorist delays. The bridge provides a substandard opening for both navigation and water flow in the Ontonagon River. Low underclearance in combination with relatively close pier spacing and windrowed ice at the mouth of the river has also created ice jams on the upstream side of the bridge during the spring breakup. At various times this situation has caused flooding in downtown Ontonagon. There is also concern of a major ice blockage causing damage to the bridge resulting in a 130 kilometer (81 mile) detour over state highways.

Alternatives include: (1) no action, (2) rehabilitate the existing swing structure, (3) construct new moveable bridge adjacent to existing structure (Alternative A), (4) Alternatives B, B-2, C, D, and E involve constructing a fixed structure on new alignment upstream of the marina. Traffic will be maintained on the existing structure while Alternatives A, B, C, D, or E structures are being built.

Alternative A would involve constructing a bascule type lift bridge approximately 35 meters (115 feet) upstream of the existing structure. This alternative starts approximately 140 meters (460 feet) northeast of the railroad crossing on M-64, parallels the existing alignment for 0.8 kilometer (0.5 mile), and ties into River Street 35 meters (115 feet) southeast of the